ATC Globe

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In This Issue...

Congressman C.A. "Dutch" Ruppersberger Visits ATC

ATC's Federal Executive Board Winners

(left to right) Patrick Donahue, Chantal Marus, Tricia Benjamin, Steven Benjamin, Larry Erby, John Reynolds, Diana Reynolds, Jeffrey Adams. Not pictured: Gregory Schultz, Geraldine Thompson.

Silver award winners:

Gregory A. Schultz, Outstanding Professional (Technical, Scientific and Program Support)

Chantal B. Marus, Outstanding Professional (Administrative, Management and Specialist)

Jeffrey A. Adams, Outstanding Para-Professional (Technical, Scientific and Program Support)

Geraldine P. Thompson, Outstanding Para-Professional (Administrative, Management and Specialist)

Diana G. Reynolds, Outstanding Clerical

Patrick A. Donahue, Rookie of the Year (Professional).

Bronze award winners:

Steven H. Benjamin, Outstanding Supervisor

Larry S. Erby, Distinguished Public Service Career.

ATC Globe

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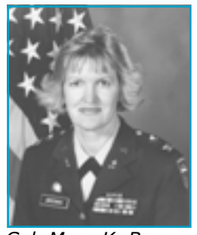
From the ATC Commander

by Colonel Mary Brown, Commander, Aberdeen Test Center



Col. Mary K. Brown

As the war in Iraq begins to resolve, ATC continues to test in order to provide our soldiers with the best vehicles, weapons, and equipment in the world. Every day as I watch the news, I see more and more items being used in Iraq that have passed through ATC for testing. Although too numerous to count, some of these items include bridges, vehicles like the Abrams Tank and Bradley Fighting Vehicle Systems, and protective gear such as helmets, body armor, and chemical suits.

Prior to the war, ATC received several high priority tests that needed to be completed quickly in order to field the items in Iraq. ATC also worked diligently to come up with urgent solutions to correct problems with already fielded items. One of these solutions was the Abrams Rear Protection Package, which was both fabricated at the ATC Welding and Machine shop and tested at ATC.

Almost everything that we test at ATC contributes to the incredibly important goal of "Saving Soldiers' Lives". It makes me so proud to know that it is because of the incredible workforce I have at ATC that our soldiers have been safe and successful.

We have recently acquired many new employees at ATC; recent college graduates that have learned the "latest and greatest" in school and are ready to apply their newfound knowledge at ATC. These new employees will be spread throughout the organization so that we can all benefit from their fresh perspective.

ATC has also welcomed 23 new soldiers in support of testing. These soldiers will provide the much-needed Soldier Operator Maintainer Tester Evaluator (SOMTE) perspective that ATC has been without for several years. By gathering soldiers' input during developmental testing, not only do we make developmental testing more effective, it also helps to make operational testing more successful because potential shortcomings have been identified and corrected during developmental testing.

I'm very excited that we've added new talent to ATC; this is an incredible organization that can only get better. Our established workforce here has an incredible amount of knowledge to be passed on to our new hires, while at the same time our new hires bring with them new ideas and the ability to move ahead in testing. ●

Technical Director's Corner

by Jim Fasig, Technical Director, Aberdeen Test Center

James W. Fasig

ATC is building for the future. We are establishing new facilities as rapidly as possible and striving to stay abreast of new Objective Force and customer needs in order to ensure the warfighter's success. In the last year, ATC has opened two new facilities and is working on three more.

Last October, the Standardized UXO Technology Demonstration Site opened. The site allows developers and users to gather data on sensor and system performance, compare results, and document realistic cost and performance information. Progress made through this site will allow the Army to more quickly and cost effectively address the issue of UXO clean-up, one of the biggest safety and environmental issues today.

In April 2003, a ribbon cutting was held for the Roadway Simulator. The Roadway Simulator is designed to conduct a wide variety of performance, safety and durability tests on light to heavy military and commercial trucks in a highly instrumented, well-controlled, and safe environment that is unaffected by undesirable weather conditions, while extending test envelopes and engineering analysis, and providing highly repeatable measurements.

In February 2003, a Groundbreaking was held for the Climatic Firing Facility (CFF). The CFF will allow ATC to safely and efficiently conduct the test firing of weapon systems and the operation of other military materiel under the same weather conditions they will experience in the field.

ATC is in the process of constructing the Littoral Warfare Complex (LWC). This 35-acre facility will replicate actual littoral region operating environments and allow customers to determine the vulnerability and survivability of combat systems in anticipated warfighting scenarios. The LWC will feature a 300 by 400 foot water surface area and a 350 by 150 foot reconfigurable beach and will be equipped with a wave generator capable of producing sea state three conditions.

ATC is also working on the development of the Soldiers Systems Test Facilities (SSTF) at Mulberry Point. The SSTF will address current and evolving test requirements for integration of military systems, and enhance test and evaluation of integrated systems during developmental testing. The facilities will consist of varied terrain, provide diverse mission capability, and provide the facilities and resources to test and demonstrate every item within PEO-Soldier's inventory.

These new facilities will allow ATC to remain the most diverse test facility within the Department of Defense. ●

ATC Technical Director Receives Hollis Award

James Fasig, Honorable Walter Hollis

"If you had a rifle that could shoot and hit the moon, and you aimed and shot at it, the image of the moon is a bigger target than a soldier gets when he aims at an enemy tank."

The technical director of the Aberdeen Test Center used that description to point out one of the daunting challenges that soldiers face on the battlefield.

James Fasig and his team of engineers, scientists and technicians at Aberdeen Proving Ground and at other sites are aiming all their expertise and skill at one crucial target - ensuring that weapons and other military equipment will perform superbly for the soldiers whose lives may depend on it.

For his role in achieving this goal over the past four decades, Fasig received the Walter W. Hollis Award for Lifetime Achievement in Defense Test and Evaluation Feb. 25 at the National Defense Industrial Association's (NDIA) test and evaluation conference in Victoria, British Columbia.

The NDIA began this award program when it bestowed a gold medal in 2000 to Walter Hollis, Deputy Under Secretary of the Army for Operations Research. The award goes to people whose lifetime efforts in test and evaluation exemplify professional excellence.

"I feel that I am the catalyst for making things happen," said Fasig, stressing that the award is really recognition that his ATC team excels at meeting complex technical challenges. "I'm the one who energizes very bright people, and the very bright people make me and the command look great. The thing that is unique in my career is that management has let me take bold risks, to take on challenges when things could turn

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On the Cover

Congressman C.A. "Dutch" Ruppersberger, left, listens as James Fasig, ATC technical director, presents an overview of the new Roadway Simulator at ATC during his tour.

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Commander *COL Mary K. Brown*
Technical Director *James W. Fasig*
Editor *Vonnie Hughey*
Design *International Imaging Center*

(continued from page 3)
out very badly if they didn't work. I've done very well at it because the workforce has come through."

Fasig, a Pennsylvania native who earned a master's degree in science and administration from Central Michigan University, joined that workforce in 1962 as a test director.

Though he didn't know where Aberdeen Proving Ground was located or what it did before he applied for the position, he soon found himself in charge of programs that would make a big difference in equipping U.S. soldiers to fight and survive on the battlefield.

The technical challenges of planning and executing tests came to him early in his career, when he was placed in charge of fire-control testing on developmental weapons systems. As a test director for ATC's predecessor organization and its parent command, the Test and Evaluation Command (TECOM, renamed the Developmental Test Command in 1999), he was responsible at a young age for testing major systems the Army wanted to field. Among these were new systems such as the Army's Shillelagh Missile, designed to be the main armament for armored combat vehicles. He also oversaw testing on a new fire-control system that used a laser rangefinder. This revolutionary system replaced the traditional method of range "guesstimation" and the "Kentucky windage" method of sighting through a tube or down a gun barrel.

"I came here the day they opened TECOM in 1962, so a lot of people in ATC's management were being hired by TECOM," he recalled. "I was too young to be a manager then, but I had a lot of opportunities . . .because of this massive change in how we were going to do test and evaluation."

As weapon systems became more complex, testers had to design more complex tests to ensure they were getting all the answers they needed, he said.

Infrared technologies and night-vision equipment made it possible for the first time for the Army to fight at night, he added, making it necessary to test at night to achieve the needed realism.

Testing for the laser-based fire-control system was "exciting," according to Fasig, because the technology was such a substantial leap forward over the method that tank gunners had at that time to sight and hit their targets.

"One of the interesting aspects of receiving the Walt Hollis award is that when I came here back in '62, one of my first projects was to support Walt Hollis's new fire-control system for tanks," Fasig said. "The Army had just fielded the M60 tank, and it was the first time they even had a range finder for their tanks. In those days, a lot of people didn't even know what a laser was, and along comes a system with a laser range finder and full-solution computer, including wind sensor, cant correction, the whole nine yards. It's the fire-control system we now have on the M1 tank, by the way. To me, Mr. Hollis was 20 years ahead of everybody, and it was fun to be in the game."

He said the test program for the Shillelagh missile was one of the most "arduous" that he encountered during his early days as a test director.

"I was told the missile cost as much as my house every time I pulled the trigger, so I had better do it right," he said. "Because they were so expensive, we designed the test so we got the maximum information every time we pulled the trigger. We collected an enormous amount of data for each range shot. The TOW took over as the tactical missile of that size for the Army for a lot of reasons, and I think we demonstrated some of them during our test."

Getting the most 'bang for the buck' is more than a cliché to Fasig and his team at ATC. The managers of weapons programs are under pressure to keep systems on schedule while cutting costs, and reforms to military acquisition programs allow them some discretion in determining where they take their systems for testing.

Like "customers" in private industry, they expect to receive a service that is timely, efficient and cost effective.

"Just as a design engineer is focused on how to take an idea and make it reality, a tester's role is to add value to the product," Fasig explained. "By identifying its flaws or its good features, as

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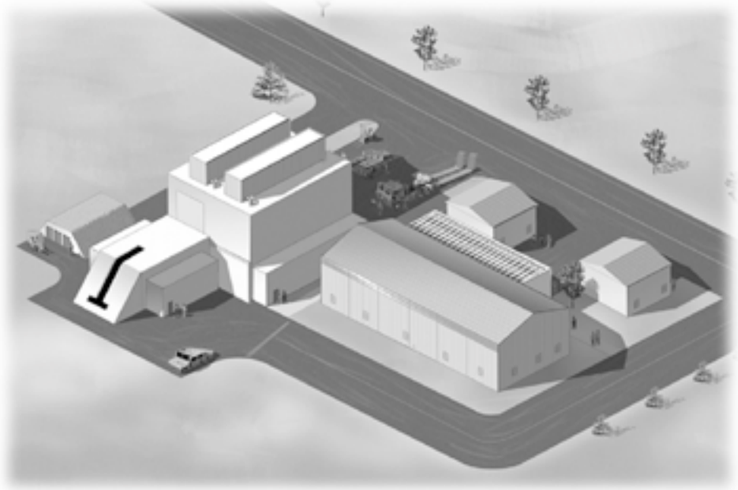
Climatic Firing Facility to be Built



On February 20, 2003, ATC held a groundbreaking ceremony for the Climatic Firing Facility. Unfortunately, the ground meant to be "broken" was under two feet of snow, so the ceremony was forced inside.

The Climatic Firing Facility will enable the test firing of weapon systems and the operation of other military materiel under the same weather conditions they will experience in the field. It is more cost effective to perform such testing in an artificial environment because it eliminates delays waiting for the proper conditions and permits repeatability. In developmental items, it also allows for on-site vendor modifications to the materiel under study.

"The Climatic Firing Facility will permit the automated replication of a significant portion of the Earth's climatic environments," said Colonel Mary Brown, ATC commander. Construction is expected to take approximately two years. When completed, the Climatic Firing Facility will be comprised of three state-of- the art, controlled environment chambers.

One chamber is designed to test all calibers of direct and indirect weapons systems. The other two chambers will be used for testing vehicles and other materiel. Using the facilities' control systems, ATC will be able to remotely monitor the status of systems components, evaluate chamber conditions such as toxic fumes and combustible gasses, and take appropriate actions to protect test personnel and property.

All three chambers will be automated and capable of temperature extremes from -65°F to +165°F and up to 100% humidity.

"I think one of the design engineers summed it up best when he said 'We can provide whatever weather you want except for the lightning," Brown said, "although I have no doubt that with the incredible engineers we have here [at ATC] in a few years they'll be able to recreate the lightning, too."

As a part of the ceremony, six employees were awarded the Commander's Award for Civilian Service for their efforts on the Climatic Firing Facility: David Goad, ATC; Jo Cozby, Developmental Test Command; William Wilson, James Sweger and Carlos Muniz, U.S. Army Corps of Engineers, Baltimore District; and Raymond McDermott, Department of Public Works. Roy Falcone, the original project officer, also received the Commander's Award in February 2002 for his work on the facility.

Article provided by **Susan Hagan**, ATSS, ATC Public Affairs Office.

Phillips Army Airfield Holds Crash Rescue Drill

Chris DeMarco, crew chief, is loaded onto the Maryland State Police Medevac helicopter as part of Phillips Army Airfield's crash rescue drill February 27.

Less than ten minutes after the Mayday call was made, responders were on the scene after an Army UH-1 helicopter experienced a hard landing. Fortunately, responders were not responding to a true emergency, but to ATC Phillips Army Airfield's (PAAF) crash rescue drill.

Annually, Phillips Army Airfield holds a crash rescue drill in order to evaluate their pre-accident plan, emergency response times, and emergency personnel. "Some of the things we look at are the time it takes for emergency personnel to contain a fire, and the time it takes to extract victims from the accident," said Allan Johns, airfield Aviation Safety Officer.

To begin the exercise, a simulated emergency, or Mayday, call was made to the PAAF tower. The scenario for the emergency was that the UH-1 helicopter had been hovering for take-off from a high hover altitude when the engine failed, resulting in a hard landing. The pilot, Tom Skhal, remained conscious and secured the engine, but sustained neck and back injuries. The crew chief, Chris DeMarco, was unconscious in the cabin and also sustained neck and back injuries. There was not a post-crash fire, but fuel was leaking on the ground. The tower immediately sounded the primary crash alarm which alerted Garrison Aberdeen Proving Ground (GAPG) Fire Department and PAAF Operations. PAAF Operations Personnel immediately initiated the secondary crash alarm, checking phone numbers for accuracy and notifying appropriate personnel that a drill was in process.

Fire trucks, ambulances and a crash truck from the GAPG fire department responded to the simulated accident. Upon arriving, the fire truck began taking precautions to prevent a fire while crash-rescue personnel attended to the helicopter's crew and prepared to extract them from the helicopter. The spill response team used a spill kit to contain the fuel leaking onto the ramp.

The Maryland State Police Medevac helicopter also arrived as a part of the drill. In the event of a true accident, the Medevac would be used to transport crash victims to an area trauma unit.

John Mullin, PAAF airfield commander, and Captain Donald Collier, GAPG Fire Department, were present to observe response time and procedures as emergency responders arrived. First Sergeant Patrick King, Maryland State Police Aviation Detachment, was present to observe the response by the Medevac helicopter. In under an hour, the entire drill was completed.

Following the exercise, an after action review was conducted. "We conduct the after action review to discuss all aspects of the drill, placing emphasis on areas that need to be changed or improved," said Johns. According to Johns, the drill was considered a success, providing excellent training for all participants.

*Article provided by **Susan Hagan**, ATSS, ATC Public Affairs Office.*

The Maryland State Police Medevac helicopter arrives on the scene of Phillips Army Airfield's simulated accident as a part of the Airfield's crash rescue drill February 27.

Fire truck and ambulance personnel from the Aberdeen Proving Ground fire department take part in Phillips Army Airfield's crash rescue drill February 27.

CONGRESSMAN C.A. "Dutch" Ruppersberger VISITS ABERDEEN PROVING GROUND

From left:
Brig. Gen. McNamara,
Congressman Ruppersberger,
Col. Brown

From left:
Congressman
Ruppersberger,
Mr. Fasig

From left:
Gino Mastrippolito,
Congressman Ruppersberger,
Mr. Fasig

Abrams tank climbing the 60 percent grade climb at Munson Test Area.

From left:
Wayne Taylor,
Congressman
Ruppersberger,
Mr. Fasig

From left:
Congressman Ruppersberger,
Jim Borzatti

In his first visit to Aberdeen Proving Ground since taking office, Maryland's new 2nd District Congressman C.A. "Dutch" Ruppersberger toured the nation's oldest active Army post by helicopter, watched a tank run through a test course, and discussed significant post issues and activities.

Within the headquarters of ATC, which controls 57,000 acres of land and water and has tested every bullet, weapon and land-based vehicle used by the Army Since World War II, Ruppersberger was briefed on post operations.

During his tour, Ruppersberger stopped at the new Roadway Simulator, the largest auto simulator in the world, which began operation April 16. The Munson Test Area is a test course which runs vehicles through numerous obstacles, including a 60 percent grade climb to the highest point on post, and the Intelligent Vehicle Initiative, in which tanks and other vehicles are hooked to computer monitoring systems for data collection.

Engineer Receives the Test and Evaluation Professional of the Year Award

The Francis Scott Key Chapter of the International Test and Evaluation Association presented Dr. Gregory Schultz with an award on Feb. 13 for significant achievements in support of the Army.

Dr. Gregory Schultz receiving his award from Paul Tennant, president of the Francis Scott Key Chapter of the International Test and Evaluation Association.

Schultz, a leading engineer with ATC's Automotive Instrumentation Team, received the Test and Evaluation Professional of the Year Award for his work at ATC over the past several years. Among his other accomplishments, he was lauded for his role in the construction of the Roadway Simulator, ATC's multi-million dollar automotive test facility.

Dr. Schultz, who earned his engineering PhD doing research in the field of hybrid-electric vehicles, received accolades in the award nomination for a variety of high-profile projects at ATC.

He began his career at ATC in 1988 as a test director in the Combat Vehicles Division, testing the automotive and fire-control performance of the M-1 tank. As the manager of ATC's tank firing range for four years, he re-engineered test instrumentation and developed improved techniques for recording the vehicles' fire-control performance. He also helped ATC develop improved facilities for testing the fire-control performance of these combat systems.

Since August 1995, when he took on the job of leading more than 30 engineers and technicians in ATC's Automotive Instrumentation Team, Dr. Schultz has played a key role in developing enhanced instrumentation for automotive testing. Among other achievements, he developed test methodologies for the New Car Assessment Program/Consumer Braking Initiative sponsored by the National Highway Traffic Safety Administration.

For the past couple of years, he has worked closely with the MTS Systems Corp., of Eden Prairie, Minn., to bring the Roadway Simulator to ATC. When completed, the new facility will be the world's largest flat-track roadway simulator, able to operate and test vehicles ranging in size from passenger cars to tractor-trailer rigs in a controlled laboratory environment. The facility will help testers determine such vehicle characteristics as braking, steering, handling, stability, fuel economy, emissions, power-train performance, vibration and ride quality.

Dr. Schultz recently received a patent for a hybrid-electric vehicle transmission and has a second patent pending. ●

TACOM Commander visits ATC

Dr. Greg Schultz (left), presents an overview of the new Roadway Simulator to MG Thompson (center) as Col. Brown, ATC commander, watches.

On April 1, 2003, Major General N. Ross Thompson III, the commander of the Tank-Automotive and Armaments Command (TACOM), visited Aberdeen Test Center.

During his visit, Thompson received a briefing on Versatile Information System Integrated ON-Line (VISION) and visited two of ATC's automotive buildings, where he received an overview of the Stryker variants under test at ATC and toured the Automotive Command Center.

Thompson also visited the Roadway Simulator (shown). The Roadway Simulator is the largest automotive vehicle dynamics test simulator in the world. When completed, the simulator will be capable of testing tractor-trailer combinations with gross vehicle weights as high as 40 tons.

To conclude his visit, Thompson visited Tank Warfare.

TACOM is headquartered in Warren, Michigan. Their mission is "to provide ground combat, automotive, marine, and armaments technologies and systems and to generate, provide and sustain mobility, lethality, and survivability for our soldiers, other services, and our allies."

Article provided by **Susan Hagan**, ATSS, ATC Public Affairs Liaison. ●

ATC Holds Ribbon Cutting Ceremony for the Roadway Simulator

Aberdeen Test Center's Roadway Simulator opened April 16 as ribbon cutters, left to right: Brig. Gen. Marvin McNamara, Col. Brown, Senator Sarbanes, Dr. Greg Schultz, LTC Hadley, Derrick Hinton, Dr. John Foulkes, Jim Fasig, Carl Larsen, Application Engineer, MTS, Mark Jackson, construction superintendent, Kinsley Construction, and Dr. Don Krantz, vice president, MTS, made it official.

On April 16, the U.S. Army Aberdeen Test Center held a ribbon cutting ceremony for the Roadway Simulator, the world's largest automotive flat track simulator.

"The Roadway Simulator is a giant leap forward in our testing capability, thus providing us the ability to better support the warfighter," Col. Mary Brown, ATC's commander, said during her opening remarks.

Guest speakers at the ceremony included Senator Paul Sarbanes, Lieutenant Colonel Michael Hadley, who spoke on behalf of Senator Barbara Mikulski, and Dr. John Foulkes, director of the Test and Evaluation Management Agency.

As a part of the ceremony, Brigadier General Marvin McNamara, Commanding General of the Developmental Test Command (DTC), presented Dr. Gregory Schultz with the DTC Professional Award. McNamara commended Schultz on the hard work and dedication it took for to him complete such a major project at work while simultaneously obtaining his doctorate degree.

Brown also presented awards to Schultz, James Borzatti, ATC; Jacqueline Hodge, U.S. Army Robert Morris Acquisition Center; Martha Mitchem, U.S. Army

A HMMWV on the Roadway Simulator demonstrating some of the simulator's capabilities.

Garrison, Aberdeen Proving Ground; Minh Vuong, U.S. Army PEO STRI; and Pak Yip, U.S. Army Garrison, Aberdeen Proving Ground for their "exemplary performance regarding the Roadway Simulator." Virginia Corona, U.S. Army Garrison, Aberdeen Proving Ground, also received an award for her work on the Roadway Simulator but was unable to attend the ceremony.

Following the cutting of the ribbon, Schultz used a HMMWV on the Roadway Simulator to demonstrate some of the simulator's capabilities.

The Roadway Simulator is designed to conduct a wide variety of performance, safety and durability tests on light to heavy military and commercial trucks in a highly instrumented, well-controlled, and safe environment that is unaffected by undesirable weather conditions, while extending test envelopes and engineering analysis, and providing highly repeatable measurements.

Currently, the simulator is capable of testing single axle vehicles with a gross vehicle weight up to 13 tons at speeds up to 120 mph and vehicles with tandem rear axles and a gross vehicle weight up to 30 tons at 70 miles per hour. When the third phase of construction is complete, the simulator will be capable of testing tractor-trailer combinations with gross vehicle weights as high as 40 tons.

The Roadway Simulator will provide the Department of Defense, Department of Transportation, Department of Energy, state agencies, automotive and truck manufacturers, commercial trucking and technology-oriented colleges and universities a standardized automotive testing and is a key asset for testing advanced-mobility vehicles and associated technologies evolving from Army Transformation.

Article provided by **Susan Hagan**, ATSS, ATC Public Affairs Liaison.

ATC Says Farewell to Firepower Core Director

On May 2, 2003, ATC said farewell to Firepower Core Director Richard Bucci, who retired from ATC after 43 years of federal service.

During his retirement ceremony, Bucci received numerous gifts and awards. General Paul Izzo, PEO Ammunition, presented Bucci with a letter of appreciation, saying "I thank you from the bottom of my heart for all the things you've done for all these years."

Bucci also received gifts of appreciation on behalf of the Firepower Core and Objective Force Office, and a plaque from the office of PM-Maneuver Ammunition Systems.

James Fasig, ATC's technical director, presented Bucci with the ATC Technical Director's Award.

Colonel Mary Brown, ATC's commander, presented him with an ATC picture and a Commander's Coin, describing him as "a true professional and a true leader."

Bucci was also presented with the Honorable Order of the Saint Barbara, an honorary award given by the U.S. Field Artillery Association for outstanding service in the area of field artillery; a Governor's Citation; a letter from the president of the United States; the Department of the Army Meritorious Civilian Service Award; the DTC Professional Award; and his retirement certificate.

Col. Brown, ATC commander, congratulates Dick Bucci on receiving The Honorable Order of Saint Barbara.

Col. Brown presents Dick Bucci with the Department of the Army Certificate of Appreciation and Department of the Army Certificate of Retirement as Bucci's wife, Mary and granddaughter, Angela watch.

Bucci's wife, Mary, also received a Certificate of Appreciation.

Almost all of Bucci's career was spent at what is now ATC. After beginning his Army career as a soldier, Bucci was assigned to Development and Proof Services in 1962 as a test director in the Artillery Division. He then took a position at TECOM in 1965 as a project officer. He stayed at TECOM until 1970, when he returned to the Material Testing Directorate as a section chief in the artillery division. Bucci then continued to move forward in his career until he reached his final assignment as director of ATC's Firepower Core.

It's been a good place to work and a good career," Bucci said.

Article provided by **Susan Hagan**, ATSS, ATC Public Affairs Office.

("ATC Technical Director..."continued from page 4)

we did with the fire-control system, we add value.

"Second, I have to do it in the most economical way possible so the taxpayer, the program manager or the Army doesn't have to pay enormous costs for tests when that isn't needed," he said. "Third, to do that, I want to be ingenious. I want to use the latest technologies so that the test is at the same cutting edge as the item I'm testing."

As he moved up the ranks at the test center - becoming chief of the Instrumentation Development Branch in 1969, director of the Measurements and Analysis Directorate in 1980, Combat Systems Test Activity (CSTA) Program Manager of the joint HQ Test and Evaluation Command/ CSTA Live Fire Office in 1986, director of the Live Fire Vulnerability Directorate in 1988, and technical director in 1994 - his superiors allowed him the freedom to make critical decisions.

Likewise, he believes in giving his staff as much freedom as possible to do their work in a creative way, believing this approach maximizes the benefits the Army obtains from their knowledge and ingenuity.

"One of the reasons I have been successful is a wonderful workforce that will do anything to get a job done, and do it with great excellence, Fasig said, adding, "I also have great management all the way up to Walt Hollis, saying, 'Go for it.'

"The most fragile thing in the world is a new idea, and you can kill a new idea with just a look," he said " Fortunately, in my career I didn't have to deal with that reality. I've been blessed to deal with people who turn ideas into reality, so it has been exciting and fun."

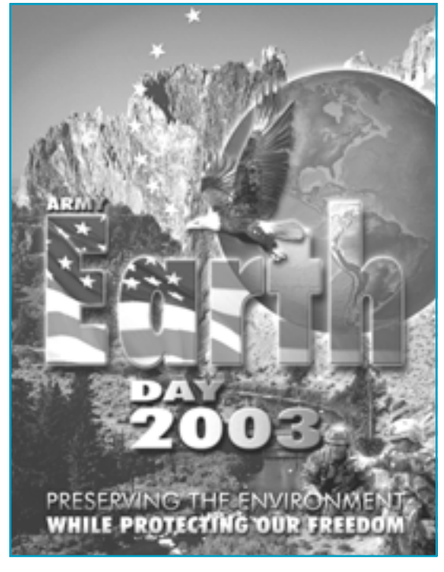
Article provided by **Mike Cast**, DTC Public Affairs.

ATC Celebrates Earth Day

On April 19, Aberdeen Test Center took part in Harford County's Earth Day Celebration at Swan Harbor Farm in Havre de Grace, Maryland.

The ATC display consisted of a High Mobility Multipurpose Wheeled Vehicle or HMMWV, soldiers, and a display featuring photos of some of ATC's environmentally friendly test facilities such as the Underwater Explosions (UNDEX) Test Facility and the Fire Safety Test Enclosure (FIREBOX).

The display also featured a videotape containing the ATC Command video, a Military Environmental Technology Demonstration Center video and the music video "You Do It for the Flag."



As a part of ATC's Earth Day activities, children at Earth Day were invited to color greeting cards for the 326th Maintenance Battalion, a reserve component out of Owings Mills that is preparing to deploy. The cards were printed on 100% recycled paper.

"We wanted to be able to show our support for our troops," said Ed Greiger, an ATSS employee supporting ATC's Environmental Team.

ATC has participated in the Earth Day celebration at Swan Harbor Farm for the past four years and has participated in earth day events for approximately the past nine years.

Article provided by **Susan Hagan**, ATSS, ATC Public Affairs Liaison.